

LOCAL AND GENERAL

LOCAL AND GENERAL.

FAREED SUITE CAYAL.
OUTWARD HONORABLE: 142; 143; Bombay,
Colang, Shelly, JANUARY 7; Radwan,
10; Nator, 14; Keemur, 17; Frigo,
Ashdwin, 21; Ernet Simons, Glenorchy,
Darnley, 24.

HOMEWARD BOUND.—Tuesdays, Jan. 3.
Mabarof, 7; Monmouthshire, 14; En-
low, 21; Glasgow, Expletick, Tiesman, 17;
Erato, 21; Maria Valera, Truse, Bangalore,
24.

paying the difference, that the Japan papers can hope to avail themselves of the meagre news of the world from Europe. Another point, that the Japan Newspaper, with the notable exception of the *Japan Mail*, which is understood to be the subsidized organ of the Japanese Government, should bring forward a plea for more just, reasonable, and considerate treatment from the Japanese Telegraph Depart-

men. I confess to a feeling of astonishment that any material should be found to come forward as an apologist for this anomalous state of affairs. We can understand a spirit of fair competition even amongst newspapers, but we fail to see why the remarks of other Yokohama journals should be referred to as 'wailing appeals' or why a reasonable appeal for what amounts to a complete change of editorial policy or tone should be treated as a 'wailing appeal' or 'wailing appeal'.

posed by a paper occupying the position of the *Japan Mail*. In the first place our contemporary endeavours to prove that the cost of telegraphing the 'essential' words of Reuters' messages from Shanghai to Yokohama is more than any single newspaper in Yokohama could afford to pay; that as two of the papers publish in the morning and one in the evening no newspaper could have evened up if the wires were

a combination amongst the four, they would be able to profit from the telegrams in fair proportion, and they even if a press rate were introduced the cost of obtaining telegrams would still devolve upon the *Japan Mail*. This last reason is charmingly egotistic. It may be true, but it should like to see the other Yokohama firms follow suit. I may as well interest our Yokohama contemporaries to know that in Hongkong, by

The *S. A. 5343* left Singapore on the 28th inst., and is due here on or about the 30th inst.

The *P. & O. s.s. Kohila* left Bombay for this port on the 23rd inst.

Latest Arrives.

The *s. s. Barcelona*, from Liverpool and Spanish Ports, left Manila for this port on Thursday evening, the 30th Jan. It may be expected to arrive on Sunday morning, the 31st Feb.

The Austrian Lloyd *s. s. Gipsy*, left Hongkong

the courtesy of Reuter's representative, a mutual arrangement has been arrived at with regard to the publication of telegrams, and if an equitable arrangement can be made between the morning and the evening journals of Hongkong, such a similar arrangement will be impossible in Yokohama or any of the other Japan ports. Last of all, like the man who concluded his argument that his dog did not bite his neighbour by

stating that he never owned a dog, the *Japan Mail* says the Japanese authorities, as 'ascertained by inquiry in responsible quarters,' never have had the slightest objection to establish a press rate; 'the only difficulty is that the Emperor Nagasaki is almost too busy to fill a column especially on account of the exceptional state of affairs in Formosa and in China, and that until further arrangements can be made, it will not

be possible to give press facilities. With all due respect for the Japanese authorities in responsible quarters we believe this is simple judge. The service must be abnormal if it blocks the lines, or else the telegraphing capacity of the Japanese operators must be so largely exceeded that it is no answer to the argument in that the lines are not so blocked, nor the operators so incompetent, as to prevent the *Javan*

Mail from getting its regular supply of telegrams from Shanghai. In the Japanese authorities have no objection to establish a special press rate, the best course to adopt, obviously, is to grant the concession, as all civilized countries and cable companies have already done. The Japanese authorities have published throughout Japan, formulate their own scheme for keeping up the sunbath. When the *Japan Mail*, wishes

A French contemporary quotes the telegram from Hongkong exchange by the Maitland, "The Maitland is a Maitland question and answer." These despatches are irretrievably funny. Look carefully at the last sentence: "England give to France the last victory to the East of the Mekong," where John Bull has never had the least right to fight.

side of the truth. It is not a fact, and the *Japan Mail* ought to know it (if it does, it is guilty of misstatement; if it does not, then it is guilty of unpardonable ignorance), that reduced rates for Japanese passengers will be allowed only during the night-time only, as our contemporaries intends to imply. In England, where more press messages are probably sent over the wires than in any other country in Europe, the re-

dined rate for the press is available for
any hour of day or night—seventy-five
words for 1/- up till 8 p.m., one hundred
words after 8 p.m. It is an open ques-
tion whether more words are sent over
the wireless in the night than during the
day, but looking to the enormous number
of evening newspapers, with five or six
editions a-day, and judging from our
personal experience, we should say that
more words are telegraphed in Great
Britain at night than by day.

Comp. H. S. E. Comp. W. M. Thomson; H.N.H. to
Comp. H. J. Corley; P.S. Comp. W. H. Beale; H.N.
Smith; Stewart; Comp. O. Best; Dick; or
Comp. Gomp. K. C. Leary; Janney; Comp.
J. Maxwell.

Vernon is not English.—A. A. Kesteven.
H.I.G.M.E. Kates; Kores; Bazar; Chovins;
Nelson.

Osmopolitica—Rhodota, Anzous, Ot

Britain for newspaper purposes in the daytime than at night. Not only this, but the British Telegraph Department is ever ready to co-operate with the newspaper press for the public's edification. If a leading statesman is speaking.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belgio (via Amoy, Nagasaki, Kobe, Inland Sea and Yokohama)..... SUNDAY, Feb. 2, at daylight.
Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama)..... TUESDAY, March 3, at noon.
Genoa (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, Mar. 21, at noon.

THE Steamship *Belgio* will be despatched for SAN FRANCISCO, via AMOY, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SUNDAY, the 2nd February, at daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers' Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Postages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

Hongkong, January 29, 1896. 102

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Ohio (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, Feb. 2, at noon.
Pera (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, Feb. 22, at noon.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea and Yokohama)..... THURSDAY, Mar. 13, at noon.

THE U. S. Mail Steamship *OHIO* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 2nd February, at noon, taking Passengers and Freight to Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers' Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and from Chicago to destination, the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Postages will be received at the office until 5 p.m. same day. All Parcel Postages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.
 STEAM FOR SINGAPORE, COLOMBO, ADEN, SUKZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

Karlsruhe..... Tuesday | February 4.
Prinz Heinrich..... Tuesday | March 3.
Prinz Heinrich..... Tuesday | March 31.
Sachsen..... Tuesday | April 23.
Karlsruhe..... Tuesday | May 20.
Prinz Heinrich..... Tuesday | June 23.

ON TUESDAY, the 4th day of February, 1896, at 9 a.m., the Company's S.S. *KARLSRUHE*, Captain WATSON, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, sailing at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Saturday, the 1st February, Cargo and Specie will be received on board until 5 p.m., on MONDAY, the 3rd February, and Parcels will be received (at the Agency's Office) until Noon, on MONDAY, the 3rd February. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation, and carries a Doctor and Stewardess. Men can be washed on board.

For further Particulars, apply to MELOHRES & Co., Agents.

Hongkong, January 13, 1896. 92

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUKZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX; ALSO, PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 5th February, 1896, at Noon, the Company's S.S. *ITALIA*, Captain VERNON, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, on Wednesday, the 5th February, Cargo and Specie will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 4th February, 1896. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required. For further particulars, apply to the Company's Office.

O. TOURNIAIRE, Acting Agent.

Hongkong, January 22, 1896. 180

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA, and to EUROPE.

HONGKONG TO LONDON, \$400. Excellent accommodation. First class Table. Doctors and Stewards on board.

HONGKONG TO NEW YORK, \$890. The Railroad travelling is second to none on the American Continent. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route. Passengers to Europe may proceed by one of the first class Atlantic Mail Lines.

HONGKONG TO TACOMA, \$225. Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

Victoria..... 3,167 | Tuesday | Feb. 11.
Hankow..... 3,694 | Tuesday | Mar. 10.
Tacoma..... 2,649 | Tuesday | April 7.
Victoria..... 3,167 | Tuesday | May 6.

THE Steamship *VICTORIA*, Captain J. PAXTON, R.N.R., sailing at Noon, on TUESDAY, the 11th February, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage and Freight, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, January 24, 1896. 180

Mails.

RICKMERS LINE.

REGULAR MONTHLY SERVICE FROM BREMEN, MIDDLESBRO, ANTWERP AND HAMBURG, VIA SUKZ CANAL TO PENANG, SINGAPORE, HONGKONG, SHANGHAI, RIOGO AND YOKOHAMA.

FROM HOME.
 PROPOSED SAILINGS OF THE NEW ELEGANT STEAMERS OF THE RICKMERS LINE, RICKMILLING, SHIPPOWING AND SHIPBUILDING COMPANY OF BREMEN. (SUBJECT TO ALTERATIONS).

Dorothea Rickmers..... 3,346 | December.
Ulrich Rickmers..... 3,700 | January.
Maria Rickmers..... 3,500 | February.
Helene Rickmers..... 3,533 | March.
Sophie Rickmers..... 3,249 | April.
Ellen Rickmers..... 3,600 | May.
Elizabeth Rickmers..... 3,600 | June.

FROM THE EAST.
 VIA SINGAPORE TO HAVRE, BREMEN & HAMBURG, and other Continental Ports, if sufficient inducement offered.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM and ROTTERDAM).

PROPOSED SAILINGS. (SUBJECT TO ALTERATIONS).
Dorothea Rickmers..... 3,346 | February.
Ulrich Rickmers..... 3,700 | March.
Maria Rickmers..... 3,500 | April.
Helene Rickmers..... 3,533 | May.

THE Steamers are all FIRST-CLASS RICKS and are supplied with all the modern Appliances and powerful Engines. For further Particulars, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, January, 1896. 40

Insurance.

THE MANCHESTER FIRE ASSURANCE COMPANY.

(ESTABLISHED A.D. 1824).

CAPITAL.....£2,000,000
 TOTAL FUNDS AND SECURITIES.....£2,480,053
 NET ANNUAL FIRE PREMIUM.....£767,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at Current Rates.

HOLLIDAY, WISE & Co., Agents.

Hongkong, January 1, 1896. 12

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1712).
 CAPITAL FULLY SUBSCRIBED, £450,000.
 CAPITAL PAID UP, £180,000.
 TOTAL INVESTED FUNDS EXCEED £2,700,000.
 TOTAL ANNUAL INCOME, £850,000.

THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, is prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING, Praya Central.

Hongkong, January 25, 1896. 121

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1894, £1,071,018 2s. 2d.
 Authorised Capital.....£3,000,000 0s. 0d.
 Subscribed Capital.....£2,750,000 0s. 0d.
 Paid up Capital.....£287,500 0s. 0d.
 Fire Fund.....£22,410 10s. 7d.
 Revenue Fire Branch.....£1,545,808 18s. 7d.

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN & Co., Agents.

13 July, 1895. 1800

Intimations.

CHAN A-TONG, COAL MERCHANT.

No. 6, ARNOLD STREET, EAST. Business Office: No. 21, Gilman Street.

FOR SALE.

Messrs. Kelly & Walsh's List includes the following Works by Dr. EYEL:

EUROPE IN CHINA: The History of Hongkong from the beginning to the year 1862. Hongkong, 1865. \$6.50.

HANDBOOK OF BUDDHISM: A Sanskrit-Chinese Dictionary. Second Edition. Hongkong, 1888. \$2.50.

THREE LECTURES ON BUDDHISM. Third Edition. Hongkong, 1884. \$1.50.

TENGSHUI: Rudiments of Chinese Natural Science. Hongkong, 1873. \$2.00.

CHINESE DICTIONARY THE CAN-TON DIALECT. Four Volumes, with Appendix. Hongkong, 1877. \$10.00.

CHINESE SCHOOLBOOKS. Translated. I. The Timorous Classic. II. The Thousand Words Poem. \$0.50 per set. Hongkong, August 9, 1895. 1487

For Sale by A. S. WATKINS & Co., Chemists.

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
 The Steamship *Swatow*, Captain Bonn, will be despatched TO-MORROW, the 1st February, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 31, 1896. 234

FOR SINGAPORE, PENANG AND CALUTTA.

The Steamship *Swatow*, Capt. J. G. SPENCE, will be despatched for the above Ports on SATURDAY, the 1st Prox., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, January 27, 1896. 214

CHINA NAVIGATION COMPANY, LIMITED.

FOR WUHU.
 The Steamship *Kensu*, Captain SOMMERVILLE, will be despatched on SUNDAY, the 2nd Proximo.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 28, 1896. 225

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA SINGAPORE, PENANG, &c.

The Co.'s Steamship *Kaisan*, E. WARRALL, Com'd'r, will be despatched as above on or about the 2nd of February.

For Freight, apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, January 20, 1896. 101

FOR YOKOHAMA AND KOBE.

The Steamship *Ocean*, Captain B. FORMER, will be despatched for the above Ports on MONDAY, the 3rd Feb., at Noon, instead of as previously advertised.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, January 30, 1896. 231

NAVIGAZIONE GENERALE ITALIANA (FLORENCE & ROTTERDAM UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG & BOMBAY, Having connection with Company's Mail Steamers to ADEN, SUKZ, PORT SAID, MESSINA, NAPLES, LEGHORN, GENOA, also VENICE, TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS, up to CALTAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD; also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

The Steamship *Rugosa*, Captain DODWELL, will be despatched as above on TUESDAY, the 4th February, at Noon.

At Bombay the Steamers are discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, January 20, 1896. 282

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR MARSEILLES. (Taking Cargo through to HAVRE and LONDON).

The Steamship *Dordogne*, Capt. A. BIAZO, will be despatched as above on or about TUESDAY, the 4th February, instead of as previously advertised.

For Freight, apply to C. TOURNIAIRE, Acting Agent.

Hongkong, January 25, 1896. 157

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Cap. Fuzura*, will be despatched as above on WEDNESDAY, the 5th February.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 27, 1896. 160

GLEN LINE OF STEAM PACKETS.

FOR MARSEILLES AND LONDON, VIA SUEZ CANAL.

The Steamship *Guinea*, Capt. WATSON, will be despatched as above on or about WEDNESDAY, the 5th February.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, January 24, 1896. 169

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship *Siu*, Captain ROBERT, will be despatched for the above Port on or about WEDNESDAY, the 5th Proximo.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, January 30, 1896. 288

Shipping.

Steamers.

FOR NEW YORK VIA SUEZ CANAL.

Following the S.S. *Polypemus*.
 The Steamship *Lennox* will be despatched about 4th February.

S.S. *Port Adelaide* will be despatched about 18th February.

S.S. *Chace* will be despatched about 4th March.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, January 4, 1896. 32

FOR SINGAPORE, HAVRE AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN).

The Steamship *Theda*, Capt. E. CHRISTIANSEN, will be despatched for the above Ports on WEDNESDAY, the 5th February, at Noon, instead of as previously advertised.

For Freight, apply to SIEMSEN & Co., Agents.

Hongkong, January 28, 1896. 120

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

The Steamship *Shantung*, Capt. FRANKTON, will be despatched as above on MONDAY, the 10th February.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 30, 1896. 239

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896. (SUBJECT TO ALTERATION).

Mount Lebanon | Wednesday | 12th Feb.
 TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship *Mount Lebanon* will be despatched hence for HONOLULU, VICTORIA, B.C. and PORTLAND, OREGON, via KOBE and YOKOHAMA, on WEDNESDAY, the 12th February.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN & Co., Agents.

Hongkong, January 27, 1896. 219

SHIRE LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.

TO FOLLOW THE S.S. *Glamorganshire*.
 The Steamship *Merionethshire*, Captain DAVIES, will be despatched for the above Ports on WEDNESDAY, the 13th Prox., instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, January 28, 1896. 181

Sailing Vessels.

FOR NEW YORK.
 The 3/4 A.I. American Ship